



EMERGENCE OF A REGIONAL CONCEPT

✓ 1/24/86

THE EMERGENCE OF A REGIONAL CONCEPT: 1910-1986

1910

The "Greater San Francisco" Movement is proposed for the San Francisco Peninsula based on the New York borough system.

1920

The Commonwealth Club supports the Regional Plan Association to develop a land use and transportation plan for six counties.

1923

The East Bay Municipal Utility District is formed.

1928

The Golden Gate Bridge and Highway District is formed.

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1934

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The East Bay Regional Park District is formed.

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1949

The Water Pollution Control Board is established by the legislature.

1955

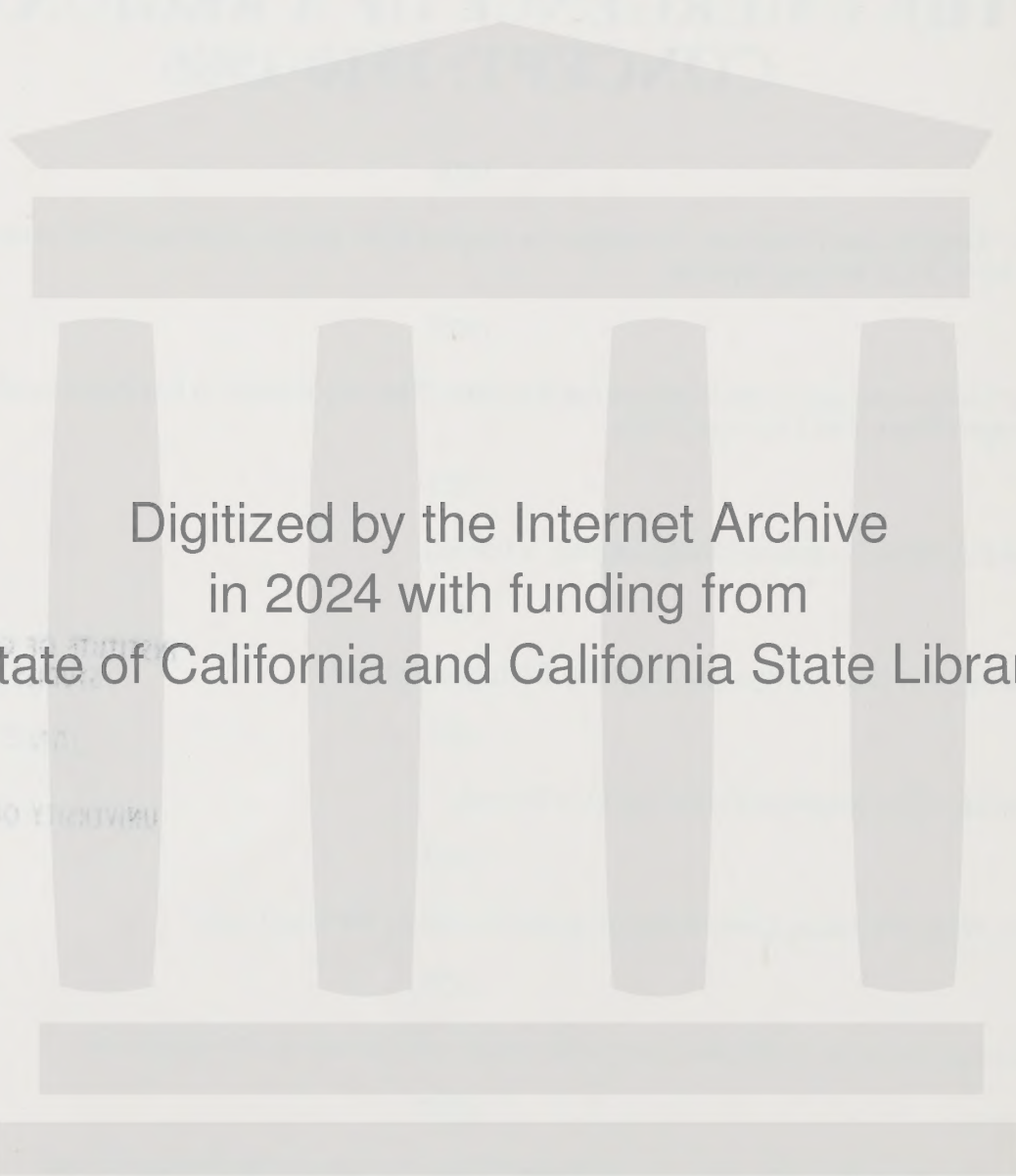
The Bay Area Air Pollution Control District is established by the legislature.

1957

The San Francisco Bay Area Rapid Transit District is created by the legislature.

1958

The Metropolitan Municipal Bill of Rights, as adopted by the League of California Cities, stresses home rule, cooperation, and Metropolitan Councils to be established under the Joint Exercise of Powers Law.



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1959

Legislation is introduced to establish a Golden Gate Authority to operate bridges, airports, and harbor facilities.

Governor Brown appoints a Commission on Metropolitan Area Problems.

One hundred and twenty delegates from 56 cities meet October 2 to discuss the possible formation of a Bay Area Metropolitan Council. Mayor Claude Hutchison (Berkeley), chairman, introduces speakers on the subjects of the League's position on metropolitan problems, the experience of other metropolitan councils, possible purposes and functions of a council, and possible composition of a council. The delegates authorize Mayor Hutchison to appoint a study committee of Bay Area mayors to propose the composition, method of organization and bylaws for the formation of a Bay Area Metropolitan Council.

1960

The Commission on Metropolitan Area Problems submits a report recommending legislation to authorize creation in metropolitan areas of a single multi-purpose regional district governed by a council made up of locally elected officials.

One hundred and thirty-five delegates representing nine counties and 52 cities meet May 5 to consider the work of the Supervisors' and Mayors' Committee which drew up bylaws for the proposed Association of Bay Area Governments. The delegates overwhelmingly approve the bylaws and recommend that each board of supervisors and city council in the nine Bay Area counties authorize execution of the joint powers agreement and become members of ABAG.

Cities and counties take official steps to become members of ABAG. Supervisors' and Mayors' Committee continues meeting to establish qualifications for an Executive Director and oversee membership campaign.

1961

Informal General Assembly is held January 12. San Francisco, San Mateo and Sonoma Counties announce their intended membership.

The first official General Assembly is held February 24 with a charter membership of six counties and 54 cities. Mayor Claude Hutchison (Berkeley) is elected president and Supervisor Wesley Hubbard (Santa Clara county) is elected vice president. A budget for 1960-61 of \$17,000 and for 1961-62 of \$27,500 is approved.

Wilbur Smith is appointed Executive Director and the first ABAG Committees are set up.

The September General Assembly votes that ABAG should study the following topics: uniform building codes; Bay Area tidelands development; Bay Area governmental data center; water pollution, including sewage and plant locations; solid waste sites; and an inventory of open space.

1962

Supervisor Ralph Mehrkens (Santa Clara County) is elected president and Mayor John McInnis (San Rafael) is elected vice president by the General Assembly on February 28. A refuse disposal study is recommended by the Water Pollution Committee. The General Assembly votes to support the \$150 million State Park Bond Act.

An inventory of regional parks and open space is completed by the Technical Advisory Group of the Regional Recreation Committee.

The Uniform Standards Committee drafts a model shelter ordinance.

ABAG supports the Bay Area Transportation Coordination Committee in its request that the state determine the need for a comprehensive transportation study for the Bay Area. The Executive Committee considers the question of uniform rates on Bay Area toll bridges.

The General Assembly votes on October 10 to assume the responsibility for regional planning for the Bay Area.

The Subcommittee on Multi-Purpose District studies local special districts that provide municipal-type services in unincorporated areas.

Voters approve the \$792 million Bay Area Rapid Transit District Bond issue for Alameda, Contra Costa and San Francisco counties.

1963

The Bay Area Transportation Study is established by the legislature.

ABAG prepares an application for federal urban planning assistance funds to finance the regional planning program which has a two-year budget of \$257,000 (local funds \$86,000 and federal funds \$171,000).

ABAG membership is 64 cities and seven counties.

ABAG reviews open space land grants for the Bay Area and handles Intergovernmental Agreements with cities and counties to make the Bay Area eligible for 30% federal grants to preserve open space.

Mayor John McInnis (San Rafael) serves as ABAG's President and Supervisor Kent Pursel (Alameda County) is Vice President.

1964

ABAG proposes a voluntary moratorium on filling of San Francisco Bay and prepares a model ordinance and Joint Powers Agreement for bayshore cities and counties to sign.

Supervisor Kent Pursel (Alameda County) is elected President and Mayor Newell Case (Walnut Creek) is Vice President. The General Assembly adopts a General Fund Budget of \$53,000

for 1964-65.

Warren Schmid becomes ABAG's Executive Director and James Hickey is appointed as its Planning Director.

ABAG membership increases to 72 cities and eight counties.

ABAG takes a strong position opposing the construction of the San Luis Interceptor Drain, but supports the continued funding of the U.S. Army Corps of Engineers Bay Model.

The Executive Committee includes "existing and future housing needs" as part of the regional planning program.

ABAG applies for federal funds for an economic activity model of the Bay Area to be developed by the Center for Real Estate and Urban Economics at the University of California, Berkeley.

The West Bay Rapid Transit Authority for San Mateo County and the Marin County Transit District are established by the legislature.

1965

The San Francisco Bay Conservation and Development Commission is established by the legislature.

ABAG supports the tax increase proposed for the Bay Area Air Pollution Control District and adopts a policy favoring air pollution control devices for all motor vehicles.

ABAG requests all Bay Area cities and counties to adopt the 1964 Uniform Building Code.

ABAG supports Alameda County's electronic information retrieval system for arrest warrants (PIN) and expresses interest in areawide law enforcement problems and programs.

ABAG passes a resolution requesting that the Corps of Engineers and the U.S. Public Health Service make a study to determine the most feasible method of waste disposal that would maintain adequate water quality for the San Francisco Bay system.

Councilmember Newell Case (Walnut Creek) and Supervisor Louis Chess (San Mateo County) serve as President and Vice President of ABAG.

ABAG's planning program is reorganized to comply with the needs of the Bay Area Transportation Study.

Refuse Disposal Needs Study is published; it estimates that by the year 2000 the Bay Area will produce enough solid waste to cover a 50 square mile area to a depth of 20 feet.

The General Assembly approves the *Special District Consolidation Report* suggesting ABAG support the activities of County Local Agency Formation Commissions and conduct continuing studies of special district problems and solutions.

1966

ABAG's Goals and Organization Committee is established to consider Bay Area problems and ABAG's priorities and to recommend appropriate changes in ABAG's structure. The Committee identifies eight problem areas requiring top priority: solid waste disposal, water quality control, regional transportation, Bay conservation and development, air pollution, comprehensive regional planning, open space and parks, and airport planning. The GO Committee's recommendation that a multi-functional, limited purpose, home-rule agency be established by the legislature is approved by the General Assembly.

The General Fund Budget for 1965-66 is \$52,138.

Supervisor Louis Chess (San Mateo County) is elected President. Councilmember Robert Miller (San Jose), serves as Vice President following the resignation of Vice Mayor Charles Allen (Sonoma) in April.

ABAG establishes cooperating memberships for special districts and out-of-area jurisdictions.

ABAG cooperates with Santa Clara and Contra Costa counties in their countywide transportation studies.

An Executive Committee meeting is filmed by Encyclopedia Britannica for inclusion in a movie on local government in regional affairs.

ABAG sponsors a luncheon for new state legislators on tour of Northern California.

ABAG is asked to review Bay Area Projects to be funded under the 1964 State Park Bond Act.

Preliminary Regional Plan is published and the preliminary design concept for a Regional Information System is completed.

1967

ABAG publishes a survey of *Regional Governmental Agencies and Programs in the Bay Area* prepared for the Goals and Organization Committee by Public Administration Service.

Other studies completed are: *Inventory of Parks and Open Space of San Francisco Bay Region*, *Population and Labor Force Projections* and the *Bay Shoreline Study*.

AB 50 and SB 26 are introduced as skeleton bills for legislative hearings on ABAG's Regional Home Rule Proposal. The legislature establishes a Joint Committee on Bay Area Regional Organization (BARO).

ABAG receives the "1967 Urban Development Governmental Meritorious Award" from HUD for intergovernmental cooperation in urban development.

ABAG votes to sponsor a four-county (Alameda, Contra Costa, San Francisco, and San Mateo) Community Shelter Planning Program.

Councilmember Robert Miller (San Jose) and Supervisor James Kenny (Contra Costa County)

serve as President and Vice President for the Association.

1968

Supervisor James Kenny (Contra Costa County) and Mayor Jack Maltester (San Leandro) serve as President and Vice President and J. Julien Baget becomes ABAG's Executive Director.

Regional Geology is published. It points out that valuable mineral resources need protection from residential development. One-tenth of the country's mercury comes from the Bay Area. Geologic data is a basic requirement for land use planning.

The Program Design for the four-county Community Shelter Plan is completed.

ABAG endorses the principle of the continuation, without interruption, of a control mechanism for Bay development and fill pending the establishment of a permanent authority.

ABAG establishes a Regional Airport Commission and enters into negotiations with the three major airports to develop a comprehensive airport planning program.

ABAG's Property Tax Relief Committee and a Technical Advisory Group are formed to investigate commuter taxes and the tax structure.

Thomas N. Truax, ABAG Assistant Administrator is convicted of embezzling \$511,000 of ABAG's funds, most of which is later recovered.

1969

The Bay Conservation and Development Commission is given permanent status by the legislature.

The State's Bay-Delta Water Quality Study costing \$3 million is completed.

Mayor Jack Maltester (San Leandro) and Supervisor Ignazio Vella (Sonoma County) serve as ABAG's President and Vice President. The General Assembly adopts a total budget of \$1,375,925 for 1969-70.

ABAG and the State Business and Transportation Agency sign an agreement creating the Regional Transportation Planning Committee. Because the legislature did not continue the BATS Commission, this Committee is responsible for continuing transportation planning in the Bay Area. Counties are assessed \$75,000 as the local share in funding this program.

ABAG passes a resolution urging the federal government to complete land acquisition of Point Reyes National Seashore.

In cooperation with the California Council on Criminal Justice, ABAG establishes a Regional Criminal Justice Advisory Board and prepares a program design for regional planning in criminal justice and law enforcement.

ABAG supports legislation (AB 1846) introduced by Assemblyman William Bagley to establish a Regional Home Rule Agency for the Bay Area. The bill is sent to interim study.

The Regional Airport Systems Study Committee directs ABAG's activities in airport planning in cooperation with BASAR, a joint powers agency of the three major airports.

ABAG requests the Corps of Engineers to undertake the necessary tests and study the effects of oil spills in San Francisco Bay.

Eighty-two cities and eight counties are members of ABAG.

Agricultural Resources Study by ABAG points out that 13,000 acres of Bay Area agricultural land are converted to urban uses each year.

ABAG's Regional Open Space Element details the 15% deficiency of public open space lands in the Bay Area.

People for Open Space complete an economic feasibility study of open space acquisition using ABAG's Open Space Plan. The study is funded by the Ford Foundation.

Regional Housing Study emphasizes the need for over a million new housing units by 1990 if the Bay Area's population grows as projected.

The Criminal Justice Information and Communications Study and the first two phases of the four-county Community Shelter Plan are completed.

1970

Regional Plan 1970-1990, the Bay Area's first comprehensive regional plan, is approved by an overwhelming vote of the General Assembly on July 30.

Supervisor Ignazio Vella (Sonoma County) and Mayor Ronald James (San Jose) are elected to two years terms as President and Vice President. New bylaw amendment provides that all supervisors and mayors and councilmembers of member jurisdictions may vote for ABAG's officers.

A work program for a Bay Region Planning Information Support Center is completed.

The legislature establishes the Metropolitan Transportation Commission for the Bay Area.

ABAG's *Ocean Coastline Study* points out the need for a coastline plan. Fifty percent of the region's coastal zone is land that could be developed.

The first phase of the *Water, Sewerage & Drainage Plan* is completed. *Response Analysis* of the preliminary plan is published.

A summary of Phase I of ABAG's Airport Systems Study predicts a growth in Bay Area air passengers from 20 million in 1970 to 83 million in 1985.

ABAG cooperates with the Institute for Local Self Government in a manpower development pilot project and a manpower requirements survey of local governments.

The Criminal Justice Planning program is expanded to provide technical and planning

assistance to area Model City Projects.

Seven representatives of ABAG are appointed as advisors to Joint Committee on Seismic Safety -- Senator Alfred Alquist, Chairman.

ABAG, as the areawide clearinghouse for Federal grant applications, reviews 180 projects totaling \$419 million and \$208 million in grant requests.

1971

HUD certifies ABAG as the Bay Area's areawide planning organization for 1971.

ABAG's 1971-72 budget of \$1,287,000 approved by the General Assembly, includes a 6.4% dues increase.

A memorandum of understanding is executed between ABAG and the Metropolitan Transportation Commission to delegate planning responsibilities between the two agencies.

ABAG reviews a proposed project to construct a new Antioch bridge and suggests a multi-modal corridor study between the Bay Area and Sacramento.

In a report, *Development Regulations and Housing Costs*, ABAG recommends adoption by cities and counties of a single development ordinance to unify zoning, subdivision and planned unite development standards.

Regional Organization for Shipping and the Environment (ROSE), a Task Force formed by ABAG and the Marine Exchange, prepares a report on requirements for ships' safety and for the establishment of vessel traffic regulation following a collision and oil spill in the Bay.

The ABAG Executive Committee recommends that the United States Coast Guard find that the environmental impact report for the Southern Crossing bridge is not adequate. Voters later oppose the bridge's construction in a give county election.

AB 1057 by Assemblyman John Knox of Richmond, to create a Bay Area Conservation and Development Agency, fails by two votes in the State Senate.

ABAG's Criminal Justice Planning Program produces a "how to" book for cities and counties on police citation and release on-own-recognizance (OR) programs.

Joint efforts of ABAG and MTC over nine-month period gains two-thirds funding of mass transit grants for Bay Area transit agencies from the federal Urban Mass Transportation Administration.

The legislature establishes the Bay Area Sewage Service Agency (BASSA).

ABAG's summary of the region's economy as it developed between 1960 and 1970 shows an increase in employment of 42%.

ABAG reviews 145 projects totaling \$147 million and \$69 million in grant requests.

1972

ABAG's General Assembly Symposium held on population growth and the Bay Area's future kicks off a long-range program to develop an urban growth policy for the Bay Area.

Councilmember Donald F. Dillon (Fremont) and Supervisor Warren N. Boggess (Contra Costa County) become ABAG's President and Vice President. The General Assembly adopts a total budget of \$1,287,500 for 1972-73.

The National League of Cities adopts the position that councils of governments such as ABAG should receive financial assistance from both state and federal governments, should serve as the umbrella organization for all agencies established for regional purposes, and should have the power to appoint new advisory regional agencies as needed.

A report, *New Communities in the Bay Area*, is released by the ABAG's Regional Planning Committee. Its recommendations include the suggestion that ABAG should survey and study the problems and opportunities of the 33 developing communities in the Bay Area and concentrate on the physical and economic growth and social conditions in existing communities.

ABAG endorses a three-year Bay Delta pilot project to use composted organic solid wastes to build up the levees of agricultural islands in the Delta.

ABAG approves a regional housing planning process and establishes a Housing Task Force to develop a housing plan and guidelines for HUD to use in distributing housing funds in the Bay Area.

ABAG adopts a Regional Open Space Plan which commits ABAG to the boldest open space system planned for any metropolitan area in the world, with a target of 3.4 million acres of open space in the Bay Area.

Sonoma County withdraws from ABAG membership. Eighty-five cities and seven counties are ABAG members.

East Bay Regional Park District works with ABAG to develop the district's 20-year master plan and a nine-county master park and recreation plan.

ABAG now reviews environmental impact statements for federal and state funded projects and federal development projects.

ABAG's General Assembly approves an urban growth guide of 5.5 million people by 1980 which represents an annual growth rate of 1.7 percent each year.

A multi-disciplinary study sponsored by USGS/HUD/ and ABAG begins to determine whether earth science information is being used in land use planning.

Proposition 20 passes in California, establishing the Coastal Zone Conservation Commission for the State. The commission is developing a plan for the coastline for presentation to the State legislature in 1976. ABAG is represented on the two regional commissions that operate in the Bay Area.

The Regional Airport System Plan is adopted, making the Bay Area the first region in

California with an aviation element as part of its regional plan.

ABAG review 583 projects totaling \$551 million and \$351 million in grant requests.

1973

Regional Citizens Forum is established by action of a convention attended by 500 citizens.

Zoning and Growth, an ABAG issue paper concludes that Bay Area zoning, as presently used, does not support the policies and intentions of most local general plans.

The general fund budget for 1973-74 is \$1.6 million.

As part of the joint program by ABAG and East Bay Regional Park District, minority community leaders used a planning game to determine minority recreation demand. It is the first time gaming is used in regional planning in the Bay Area.

A study prepared for ABAG by the Center for the Continuing Study of the California Economy reveals that local government expenditures, increasing at a rate of 11% per year, has doubled between 1962-1970. Another ABAG study predicts that federal help to local governments will be considerably less than that received during the 1960's.

ABAG applies to the National Endowment for the Arts for a maximum grant of over a million dollars to double the arts budgets of participating cities and counties and to become the first council of governments to initiate a regional arts program.

Assemblyman John Knox's AB 2040, to establish a Bay Area Regional Planning Agency, passes the Assembly.

ABAG's Bay Region Information Support Center (BRISC) provides numerous data services for member cities, counties and other regional agencies.

Three volumes by ABAG titled *How to Implement Open Space Plans*, show that local cities and counties have more powers to control growth, curb urban sprawl and regulate land than is generally thought.

The California Council on Criminal Justice (CCCJ) okays \$40,000 for ABAG's Criminal Justice Planning Program.

Approval of the *Regional Ocean Coastline* by ABAG makes the Bay Area the first region in California to adopt a coastal plan as part of its comprehensive general plan.

The legislature adopts AB 24 by Assemblyman Carlos Bee providing for a nine-member directly elected BART Board of Directors.

A regional car-pool experiment called RIDES is established through the cooperation of ABAG and various governmental and commercial organizations and agencies in an attempt to combat the energy crisis.

The Office of Management and the Budget makes key revisions in the A-95 circular requiring

memorandums of agreement between ABAG and any other regional agency receiving federal funds for area-wide planning.

ABAG's new Executive Director is Revan A. F. Tranter, former deputy executive director of Metropolitan Washington Council of Governments.

ABAG reviews 426 projects totaling \$301 million and \$185 million in grant requests.

1974

Supervisor Warren Boggess (Contra Costa County) and Councilmember Lenard Grote (Pleasant Hill) become ABAG's President and Vice President. They were elected to two-year terms in the first contested election in ABAG history. ABAG's 1974-75 budget is \$1.6 million.

A report, *Financing Open Space*, published by ABAG examines potential sources of financing and acquisition plans that would implement part of ABAG's Regional Open Space Plan. The report also analyzes frequently overlooked costs of operating and maintaining open space lands.

ABAG's Executive Committee creates the Citizen Alliance Program, which makes staff assistance available to citizen groups for conferences, seminars and communication tools on issues of regional significance.

The *Regional Ocean Coastline Plan* becomes a basis for coastal planning in San Francisco, Marin and Sonoma Counties under an agreement between ABAG and the North Central Coastal Commission. ABAG receives an award from the American Institute of Planners for the plan.

ABAG and the Bay Area Sewage Services Agency sign an agreement defining the roles of each agency in comprehensive planning and water quality management.

A system of review panels to assess development proposals with a potentially significant impact on the region is created. The review panels are set up to analyze proposals that potentially conflict with ABAG's adopted regional policies. The first such proposal to be reviewed is the Las Positas "new town" north of Livermore.

ABAG begins developing a regional information system on a variety of natural and man-made hazards such as earthquakes, floods, and oil spills. ABAG also begins a land capability study to show how natural hazards such as flood plains and earthquake faults and natural resources such as water and minerals can be considered in making land use decisions.

Assemblyman John Knox's bill (AB 2040) to merge ABAG with MTC, BASSA, BCDC and BAAPCD is defeated in the Senate Local Government Committee despite strong endorsement by local governments throughout the Bay Area.

The Regional Housing Task Force completes the *Regional Housing Plan - Phase I*, which will assist local governments in applying for federal funds under the 1974 community development legislation. The plan recommends a "fair share" allocating system for distributing the region's available housing subsidies and ensuring the provisions of low- and moderate-income housing in the Bay Area.

ABAG and the Bay Area Comprehensive Health Planning Council continue joint planning with

projects in emergency medical services and in forecasts of health service needs.

ABAG's General Assembly adopts an economic policy resolution that identifies a minimum level of economic development for the Bay Area, and establishes the principle that public programs must be evaluated for their contribution to solving social and economic problems as well as for their natural resource aspects. ABAG's city-centered growth management policies are honored by an award from the Bay Area Council for "outstanding environmental enhancement."

ABAG reviews 665 projects totaling \$679 million and \$472 million in grant requests.

1975

ABAG's General Assembly reviewed land use issues with workshops attended by 300 people on "Land Use Laws: 1975's Bandwagon." The year's budget is \$2,174,000.

Assemblyman John Knox introduces a bill (AB 625) merging ABAG with the Bay Area Sewage Services Agency and the Metropolitan Transportation Commission. The bill is killed on the Senate floor when the Senate refuses to adopt a conference committee report.

ABAG's Executive Board, acting after a lengthy review by the Regional Planning Committee, opposes the development of a proposed new town in the Las Positas Valley north of Livermore in Alameda County. The board concludes that the proposal is premature and in conflict with regional policies on environmental quality, balanced urban development and cooperative government action. The system used to review the proposed new town and other proposals of regional significance wins an award from the American Society for Public Administration.

ABAG publishes *CONSERVE--Toward Community Strategies for Conserving the Region's Housing Stock* which describes realistic ways for local governments to preserve existing neighborhoods. The report is reprinted by HUD for national distribution.

ABAG is designated by the State Water Resources Control Board to receive a \$4.3 million Environmental Protection Agency grant for planning under s. 208 of the Federal Water Pollution Control Act Amendments of 1972. The two-year program will bring together the separate and often conflicting mandates of single-purpose regional agencies in air and water and includes solid waste considerations.

ABAG pioneers the development of environmental assessment procedures that will analyze environmental effects of proposed ABAG policy actions at an early state in policy development, rather than after the policies are completed.

ABAG begins a project to develop county-level management and regional coordination of emergency medical services such as ambulances, hospitals and public safety agencies.

ABAG refines the Open Space Element--now called the *Areas of Critical Environmental Concern*. This work strengthens the ability of local governments to make decisions about environmentally sensitive lands.

The report of the land capability analysis study published by ABAG describes an innovative method for using earth science information to identify development costs, strengthening

local development decisions.

The State and regional coastal commissions complete a plan for the California coast, and recommend the plan be approved by the legislature. The plan recommends continuation of the system of regional commissions, with the Bay Area having two such commissions.

ABAG and the Metropolitan Transportation Commission complete a major policy study for the San Mateo Coast Corridor. The report is the first in a series of evaluations leading to integrated land use, development and transportation policies. The study is part of the extensive joint program between ABAG and MTC, without which the Bay Area could not receive its substantial funds for transportation projects.

ABAG finds in its *Federal Grants Study* that the Bay Area "roughly" gets its share of Federal funding in major grant and loan programs.

ABAG reviews 1,010 projects totaling \$741 million and \$576 million in grant requests.

1976

A 43-member Environmental Management Task Force is formed to prepare a plan to meet federal clean air and water standards. The task force adopts a \$4.3 million work program for the two-year project.

Nearly 500 people participate in ABAG's General Assembly--"On Shaky Ground." The delegates unanimously direct the agency to devote attention to earthquake preparedness.

Pleasant Hill Councilmember Lenard E. Grote is elected ABAG's President and Santa Clara County Supervisor Rod Diridon becomes Vice President. The budget for 1976-77 is \$4.2 million.

ABAG identifies effects on San Francisco of a development proposal for San Bruno Mountain in San Mateo County, and recommends ways for San Mateo and San Francisco to reduce the harmful consequences of the development. San Mateo supervisors decline to allow the development to proceed.

ABAG automates its A-95 project review notification system because of the number of grant applications and the number of programs requiring reviews.

Assemblyman John Knox and Senator Alfred Alquist introduce AB 3041 merging ABAG and the Bay Area Sewage Services Agency. Later, Senator Milton Marks joins Knox and Alquist in amending the bill to abolish BASSA effective January 1, 1977.

The Executive Board concludes a review of the revised Livermore general plan, building on the recommendations of the 1974 action on the proposed Las Positas new town proposal.

ABAG's Citizen Alliance Program wins an award for innovative community affairs programs from the San Francisco Chapter of the Public Relations Society of America.

The second ABAG-MTC corridor study is begun in Santa Clara County. The 18 to 21-month study will examine transportation and development alternatives for the county and how they would affect highways, transits and related urban development projects for water, jobs and

housing in the next few years.

The Bay Area receives a \$1 million emergency medical services grant through ABAG. The grant is for completion of a basic life support system, which means that an ambulance can reach a victim within 10 minutes in an urban area and within 30 minutes in rural parts of the region.

The legislature approves bills providing for a permanent state coastal commission, with regional commissions for a two-year period. Governor Brown signs the bills into law.

ABAG approves a sharing plan for federal housing subsidies, which can be used by HUD as a basis for distributing available funds.

Colma's town council votes to join ABAG--becoming the 87th Bay Area city to join and giving ABAG the highest number of members in its 15-year history.

Assemblyman Victor Calvo's bill (AB 1331) is signed, providing for proportional population representation on the Bay Area Pollution District Board of Directors.

1977

ABAG updates the *Regional Plan 1970-1990* by bringing together all regional policies approved since 1970 in a single document. Conditions, regional issues and policy positions are described for 15 subregional areas.

ABAG completes a Draft Environmental Management Plan for curbing the region's air quality, water quality and solid waste management problems.

ABAG publishes *Provisional Series 3 Projections*, the first study of Bay Area's future population, housing and employment picture to use existing local development policies as a base for projections.

The Governor's Office of Planning & Research and ABAG jointly conduct a study linking Bay Area planned industrial sites with environmental protection standards.

Solano County becomes the eighth Bay Area county to join ABAG. Eighty-seven of 93 regional cities are now ABAG members.

The *Santa Clara Corridor Evaluation* results from ABAG/MTC Joint Policy Committee research. The study team investigates the future of Santa Clara County's water, sewer and transportation needs to establish guidelines for future regional decisions.

The Citizen Alliance Program is established by ABAG to help citizen groups seek solutions to regional problems through public meetings, workshops and seminars.

ABAG completes a major Emergency Medical Services project designed to increase the awareness of Bay Area citizens about how to get emergency medical assistance.

With a 16-member Industrial Siting Task Force, ABAG investigates ways to help industry choose suitable Bay Area locations for development. An industrial site file is developed describing some 400 vacant industrial parcels in the region. The Task Force also

evaluates ways to streamline the permit process and publishes the *Bay Area Permit Directory for Industrial Development*.

At the National Association of Regional Councils' annual conference, ABAG executive director Revan Tranter wins Walter A. Scheiber Regional Leadership Award for outstanding contributions to intergovernmental cooperation.

The San Francisco Bay Area Chapter of the American Society for Public Administration gives ABAG its 1977 award for achievement in public administration.

ABAG sponsors a conference, "Technology for Clean Air," attended by over 200 participants from industry, regulatory agencies and independent laboratories.

ABAG publishes *Small Area Population Projections for Health Planning*, providing practical demographic information for health planners, as well as schools, parks, libraries, and facilities for the aging; and *Guide to Information for Bay Area Human Services Planners*, which lists sources of information and data useful in human services planning.

ABAG completes a draft of the Regional Housing Plan; a *Directory of Housing Subsidized by the U.S. Department of Housing and Urban Development*; and the *Housing Profile 1970-1975*, describing the current situation in the region.

The Kaiser Family Foundation awards ABAG an \$87,000 grant to establish an 18-month skills testing program for all emergency medical technicians graduating from Bay Area training programs, so that uniformly high standards can be maintained in each county.

ABAG implements the Bay Area Spatial Information System (BASIS), a computerized geographic data base combining different kinds of geographic information. Among its first applications are locating potential sites for disposal of hazardous waste and major vacant industrial sites. BASIS is intended for use by local jurisdictions as well as for ABAG planning projects.

Santa Clara Board of Supervisors Chair Rod Diridon and San Jose Vice Mayor Susanne B. Wilson are elected ABAG President and Vice President.

1978

ABAG helps the State Solid Waste Management Board conduct the Bay Area Solid Waste Management Project, to determine the relative environmental, economic and social impacts of alternative systems for managing the Bay Area's solid wastes. The two agencies publish *Environmentally Dangerous Waste in the San Francisco Bay Area--Land Disposal and Its Alternatives*.

A conference reviewing local and national aspects of stormwater runoff is co-sponsored by ABAG, the San Francisco Chapter of the American Society of Civil Engineers, and the San Francisco Bay Estuarine Association.

Through a \$125,000 grant from the National Science Foundation, ABAG undertakes a project clarifying local government liability in earthquakes.

ABAG's overall Environmental Management Program wins a national award from the

International City Management Association.

U.S. District Court for the Northern District of California rules in ABAG's favor, in a lawsuit brought by the Bay Area Sewage Services Agency following ABAG's efforts to abolish BASSA. The annulment of the agency means an annual taxpayer savings of at least \$600,000.

1979

ABAG initiates regionwide use of its Cost/Revenue Impact System (CRIS), a computer program designed to analyze future costs and revenues generated by proposed industrial, commercial, and residential developments of a particular city or county.

Bay Area residents are the nation's first to benefit from improved emergency medical care, due to the implementation of standardized skills tests for emergency medical technicians. The new tests, developed by ABAG's Emergency Medical Services program via a Kaiser Family Foundation grant, are scheduled for adaptation to paramedic and mobile intensive care nurses as well.

ABAG, for the second consecutive year, receives a Management Innovation Award from the International City Management Association for its computerized Cost/Revenue Impact System (CRIS).

AB-785 by Assemblyman John Knox of Richmond, pending before the state assembly, would encourage local governments to make inspections and adopt plans to reduce earthquake hazards. The proposed law results from a year-long ABAG study funded by a National Science Foundation grant.

At its annual awards ceremony in San Francisco, the Bay Area Chapter of the American Society for Public Administration honors Alameda Supervisor Joseph P. Bort with the first annual George Moscone Memorial Award for "significant contribution to the betterment of society;" and ABAG executive director Revan Tranter for "exemplary career contributions."

"Paying for Environmental Management," a two-day conference sponsored by ABAG in cooperation with the Bay Area Council, the National Association of Regional Councils, and six other national organizations, presents 13 workshops to representatives of public and private agencies in the Western United States concerning new trends in federal support for environmental planning and management, measures being used in the western states to control pollution, and ways to tie environmental programs together.

ABAG sponsors a conference: "Protecting the Bay Area's Economic Future -- What Steps are Needed?" focusing on a report outlining regional issues and proposing that a strategy be developed as a general guide for the Bay Area's economic growth. the report, financed by a \$100,000 grant from the Economic Development Administration, will determine the course of ABAG's economic development work under a second \$100,000 EDA demonstration grant.

A "Workshop on Innovative Housing Techniques," the culmination of a \$14,000 demonstration project funded by the U.S. Department of Housing and Urban Development, is sponsored by ABAG to help move housing prices within reach of more Bay Area residents.

ABAG's General Assembly, with the theme: "The Future Ain't What It Used To Be," reviews an economic development profile and issues paper, and a progress report on the San Francisco

Bay Area Environmental Management Plan.

The 24-member Bay Area Citizens Advisory Committee on Water Quality is formed to monitor the progress of ABAG's water quality management program, working on surface runoff and erosion control measures to reduce pollution in streams, lakes and the Bay.

Santa Clara County Supervisor Susanne Wilson is elected ABAG president, becoming the first woman to serve in that position since ABAG's establishment in 1961. Napa Mayor Ralph Bolin is selected as Vice President.

1980

The State Department of Transportation and the Southern Pacific Transportation Company agree to continue railroad commuter service between San Jose and San Francisco for at least 10 years, following months of hearings held by ABAG, MTC, the Air District, and the three local transit districts involved.

Two programs developed by ABAG receive meritorious awards from the northern section, California chapter of the American Planning Association. Both the Cost/Revenue Impact System (CRIS) and the San Francisco Bay Region Environment and Resources Planning Study are cited for "distinguished contribution to the planning profession and the enhancement of our living environment."

The San Francisco Foundation awards ABAG a \$46,000 grant to survey existing and potential markets for vendor-provided service among Bay Area local governments; measure the interest of private and nonprofit organizations; examine the possibilities for sharing of services among jurisdictions; and determine what ABAG should do to expand its own technical services.

ABAG supports enactment of Senator John Foran's bill (*SB 84*) to set up a vehicle inspection and maintenance program in major urban areas of the state, following the defeat of Assemblyman Victor Calvo's *AB 2145*. As a result of the subsequent defeat of Senator Foran's *SB 84*, the last bill available to California this legislative session, I&M the Environmental Protection agency announces plans to withhold from California an estimate \$400 to \$450 million in federal transportation and highway funds and more than \$300 million in sewage treatment grants.

The U.S. Department of Housing and Urban Development announces its approval of the Bay Area Housing Opportunity Plan, prepared jointly by ABAG and Bay Area community development directors, increasing housing supply for low-income urban families throughout the region.

The Joint Land Use Study Committee, the Airport Land Use Commission of San Mateo and the Airports Commission of San Francisco approve the Regional Airport Plan completed by the MTC/ABAG Regional Airport Planning Committee after over two and a half years of study. Key elements in the report include: a regional noise allocation system, a plan for improved aviation safety, better transportation to airports and reduced air pollution from air traffic.

ABAG's report *Manufactured Housing Study: Task Force Report to Bay Area Cities and Counties*, probes the potential for mobile homes and factory-built housing in meeting the area's housing shortage.

ABAG's General Assembly meets to discuss recommendations on how to stabilize the jobs/housing imbalance, finance economic development and revitalize depressed areas.

1981

The California Energy Commission grants ABAG a \$25,000 contract to prepare a regional energy data base, aiding ABAG member cities and counties with direct assistance on energy program development.

ABAG, MTC and BART complete agreements and plans for a regional administration building in downtown Oakland.

Federal officials approve a joint project of ABAG and the East Bay Regional Park District--construction of a 200-acre artificial marsh at Coyote Hills Regional Parks to remove pollutants from Fremont's storm drainage water before it flows into the Bay. The marsh will be the first in the nation built especially for this purpose.

ABAG, with the support from the Metropolitan Transportation Commission, initiates a one-year East Bay Subregional Study to help place a development pressures and needs into perspective for the 1980s.

A 10-month *Surplus Lands Study*, conducted by ABAG's housing program staff, concludes that public agencies in the Bay Area own thousands of acres of surplus land available for the development of low and moderate income housing.

ABAG begins layoffs to reduce staff size from 60-member to about 40, due to a 1981-1982 budget reduction of approximately 30%.

The San Francisco Bay Region Environmental and Resources Planning Study receives an American Planning Association award in the category of "outstanding planning program, special contribution."

ABAG's slide-tape presentation *Money Down the Drain* is given awards by the National Association of Regional Councils, the Northern California chapters of the Public Relations Society of America, and the National Association of County Information Officers. Two ABAG publications receive NACIO awards.

Under an Environmental Protection Agency (EPA) grant, ABAG water quality staff members developed a manual for local officials on erosion and sediment control. Under a second EPA grant, ABAG hires two legal consultants to help establish local ordinances and modifications to existing laws regulating grading and clearing activities on construction sites.

ABAG's Executive Board approves the formation of a Bay Area public-private task force to look at ways to provide public facilities such as water supply systems, sewage treatment, roads, highways, and schools.

The Department of Transportation awards ABAG a \$90,000 grant to organize a Hazardous Spills Task Force to recommend policies to be established in the region to help local agencies manage such spills more effectively.

ABAG executive director Revan Tranter wins a City Management Association award for his work in the development of two computer-based inventory programs called "SHARE" and "REC".

1982

Cost-cutting and housing supply share the slate at ABAG's General Assembly. Such innovations as the sharing of municipal equipment and personnel and nonprofit housing development corporations are discussed at the session.

ABAG, concerned about the need for better partnership between public and private sectors, launches a major effort to bring the two together to discuss important issues. The Public/Private Task Force on Infrastructure Funding is the first expression of this effort to pool the resources of both sectors and to forge more permanent ties between the two in anticipation of the needs of the coming decades.

Silicon Valley and Beyond, a primer on the high tech industry is published by ABAG. The comprehensive report provides recommendations on how local governments can attract and plan for spin-off from the high tech firms of the Silicon Valley. It is a response to the explosive growth of the industry and the problems and questions faced by communities in which such companies are located or planning to locate.

A National Science Foundation grant of \$197,305 enables ABAG to investigate earthquake liability and the private sector. The study's findings are expected to clarify for policy-makers whether liability law can be improved as a stimulus for businesses to identify and correct earthquake hazards.

A subregional study conducted by ABAG highlights the benefits of the East Bay. *East Bay Study: Options and Ideas*, suggests that the East Bay is rich in resources for business and a prime location for offices and high-tech industries.

The San Francisco Bay Area Air Quality Plan is adopted by the region's governments. ABAG, in conjunction with two other Bay Area agencies, drafted the plan update under which the region is expected to meet Federal Clean Air Act standards by 1987. By adopting the plan, the region was able to retain millions of dollars in federal highway and transportation funds, air quality grants and bans on construction of new factories.

ABAG issues a report on *Renewable Energy* which explains how wind, water and solar power could help some communities curb the continual rise in utility bills. The report emphasizes how the mixture of renewable and non-renewable energy supplies could make a significant contribution to total energy needs while reducing vulnerability to major power outages.

ABAG's General Assembly focuses on hazardous spills and Bay Area community liability, planning, and response.

ABAG negotiates a \$1.75 million federal urban development grant for the city of Healdsburg. Through the grant the city is able to proceed with a project that will revitalize the downtown area and provide a number of economic benefits for government and community.

1983

The 1982 update of the region's Air Quality Plan is unanimously endorsed by ABAG's Executive Board. The plan includes biennial vehicle inspection and maintenance and 24 new air pollution controls.

ABAG joins with the Bay Area Council and SRI International to produce a report titled *Renewing Our Infrastructure: Workable Ways to Build & Maintain Public Facilities*, based on the findings of a public-private task force. The Spring General Assembly also focuses on infrastructure issues.

A 191-page Hazardous Spills Prevention and Response Plan is approved by the Executive Board. The plan has been prepared under the guidance of a 45-member task force chaired by Contra Costa County Supervisor Nancy Fahden.

ABAG goes to bat for the cities and counties, convincing the State Water Resources Control Board that erosion control programs should be voluntary rather than mandatory.

ABAG launches its new Credit Pooling Program, allowing local governments and public agencies to harness their collective borrowing capacity under the ABAG joint powers authority so that participants can finance their capital needs.

Three ABAG water quality studies--improper hazardous waste disposal from small sources, toxic hydrocarbon pollution and effectiveness of wetlands in treating urban runoff--are awarded funding by the State Water Resources Control Board.

Projections 83, ABAG's projections of Bay Area population, housing and employment through the year 2000 are published.

ABAG honors the four charter members of its new Corporate Associates of ABAG program--Chevron, Clorox, Pacific Gas & Electric, and Southern Pacific--at its Fall General Assembly. A series of regional breakfasts bringing elected and corporate leaders face-to-face to discuss the issues, is launched by the group.

Alameda County Supervisor Joseph P. Bort is elected as the new President of ABAG. Dianne McKenna is elected Vice President

1984

After 23 years at the Hotel Claremont in Oakland, ABAG moves to the MetroCenter in Oakland. At the MetroCenter, the first regional condominium in the nation, ABAG shares and owns quarters with Bay Area Rapid Transit and the Metropolitan Transportation Commission.

A \$100,000 grant from the State Department of Health Services allows ABAG to provide much needed response training for hazardous chemical spills through the ABAG Training Institute.

ABAG, confronted by a budget crisis brought on by diminished state and federal funding and a voluntary post-proposition 13 dues cut, asks member governments to approve a large dues increase. Seven counties and 56 cities rally to the agency's support, approving the 1984-

85 budget, higher dues and a revised dues structure. Only five cities oppose the increase.

"HAZMACON 84," ABAG's first hazardous materials management conference and trade show draws more than 1,500 participants during its three-day run in April at the Oakland Hyatt Regency.

A San Francisco Bay Area Building and occupancy inventory is in the works thanks to a \$165,000 National Science Foundation Grant to ABAG.

November marks the dedication of the newly constructed Coyote Hills Demonstration Marsh in Fremont. Developed in conjunction with the East Bay Regional Park District, the 55-acre marsh has been built to test the effectiveness of various wetland features in removing pollutants from urban runoff.

Joseph P. Bort retires from public office and as president of ABAG. Dianne McKenna steps into the presidential post in January. Oakland Councilmember Richard L. Spees is elected Vice President.

1985

ABAG takes a close look at the Bay Area's transportation woes at its Spring General Assembly, "Unlocking Gridlock." The Metropolitan Transportation Commission cosponsors the event.

After a 14-year absence, Sonoma County rejoins ABAG, boosting membership to an all-time high of 99 member governments and marking the first time all nine counties have belonged.

A 15-member Blue Ribbon Committee headed by Robert DeMonte, Vice President of Consolidated Capital of Emeryville, begins to study the future of regional planning in the San Francisco Bay Area and methods of financing such planning.

ABAG's second annual hazardous materials conference, HAZMACON 85, draws more than 1,800 participants.

Population, jobs and housing projections for the San Francisco Bay Area through the year 2005 are published in ABAG's *Projections 85*.

ABAG's Credit Pooling program marks the end of its first 18 months of service with the completion of transaction number nine--bringing the total value of projects funded through the program to \$26 million.

Concerned with the serious solid waste disposal issues facing the region, ABAG reinstitutes its Solid Waste Management Coordinating Committee.

ABAG launches a pooled health care benefits program to help member governments clamp the lid on health benefits costs.

The International City Management Association honors ABAG and Director of Public Affairs Judy Belk with its Local Government Education Award for the "Local Decisions" program developed in coordination with San Mateo County Schools. San Mateo County high school

students benefit from the comprehensive curriculum program on local government.

A Master Lease Financing Program designed to supplement the successful Credit Pooling program is initiated. The new program is designed so that municipalities can finance items in the \$50,000 to \$500,000 range for three to seven years with low interest rates and minimal paperwork.

Santa Clara County Supervisor Dianne McKenna is returned to office as ABAG's President for one more year. Richard Spees continues as Vice President.

1986

January 12 marks ABAG's 25th anniversary. A celebration commemorating the event is held at the MetroCenter January 16.

January 1986

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